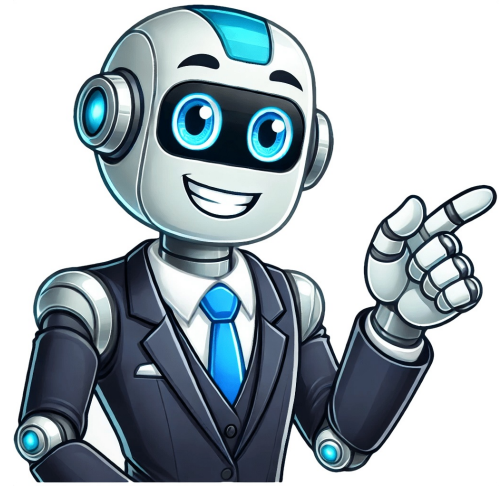


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Container de 20

The 20-foot "dry van" container is the little workhorse you see stacked at the bows of most container vessels. Standardised under ISO 668—it measures 20 ft × 8 ft × 8 ft 6 in (6.10 m × 2.44 m × 2.59 m) and provides about 32.6 m³ of usable volume—giving shippers a sweet spot between capacity and manoeuvrability. ITEX Standards1. How Much Can You Really Fit Inside a 20-ft Container?Inside dimensions are 5.90 m (L) × 2.35 m (W) × 2.39 m (H). In practice that works out to:1 Euro pallets (1.20 m × 0.80 m) loaded alternately length- and cross-wise, or10 U.S. standard pallets (40 × 48 in) in two tidy rows.For oddly-shaped cargo, our free CBM calculator lets you confirm everything will fit before you book.2. Typical Cargo (and Why It Works So Well)Consumer goods – apparel, small appliances, flat-pack furniture.Industrial inputs – metal parts, textiles, precision tooling.Perishables – food or pharma in a 20-ft reefer variant.Heavy bulk – cement, steel coils, tiles that would breach truck weight limits in a 40-footer. Shippers choose the 20-footer because dense or high-value goods often max out weight long before volume, while the smaller footprint manoeuvres easily through older road and rail networks.The empty (tare) weight sits around 2,300 kg; most carriers cap the gross at ≈ 28 t (25,400 kg) on a standard 20-ft box. Maersk’s own spec sheet, for example, lists a payload ceiling of 28.2 t. (maersk.com) Always double-check both the ocean-carrier limit and local road regulations to avoid last-minute re-stows.4. What Really Drives Your Freight Rate?Cost leverWhat it coversWhen it spikesBase ocean freightPort-to-port move, often "all-in" Lanes with high demand or fuel volatilityBAF (Fuel Adjustment Factor)Offset bunker-fuel swingsAdjusted quarterly; new tariffs Jan 2025 – Maersk (maersk.com)CAF (Currency Adjustment Factor)Hedge against FX shiftsKicks in on routes with USD /local-currency gapsPort & terminal fees (THC, T3)Load/unload & wharfagePublished annually by port authorities (e.g., Rotterdam 2025 tariff) (Port of Rotterdam)Special surchargesPiracy, canal transit, congestionRoute-specific, pre-announced by carriersPlan ahead—especially July–November (global peak season) or just before Chinese New Year—to lock in space before vessels sell out.5. FCL or LCL? A Quick Reality CheckFCL (Full Container Load) makes sense once cargo hits about 28 m³ or 15 t—you control the seal, timing and stowage.LCL (Less than Container Load) suits smaller batches; you pay only for the cubic meters you use, but budget for extra handling and slightly longer transits.Unsure? Feed your carton sizes into the CBM calculator—if it flags